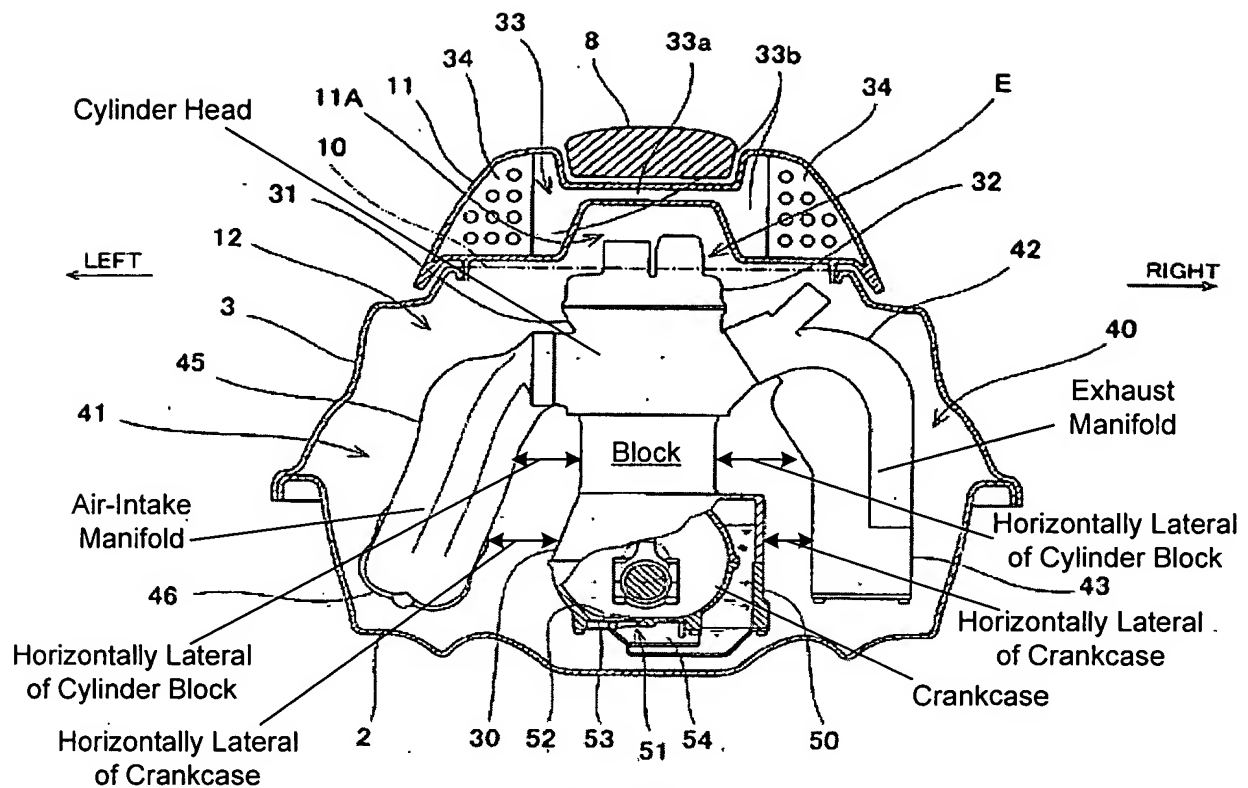


## REMARKS

The above amendments and these remarks are responsive to the Office action dated February 2, 2005. In the Office action, claims 1 and 2 were rejected under 35 U.S.C. 102(b) based on published U.S. Patent Application No. 2001/0042496 to Burnham, claims 1 and 3-7 were rejected under 35 U.S.C. 103(a) based on U.S. Pat. No. 5,007,870 to Okubo et al. in view of U.S. Pat. No. Re. 30,978 to Jacobsen and U.S. Pat. No. 5,634,832 to Nakase et al., claim 12 was rejected under 35 U.S.C. 103(a) based on U.S. Pat. No. 5,007,870 to Okubo et al. in view of U.S. Pat. No. Re. 30,978 to Jacobsen and U.S. Pat. No. 5,634,832 to Nakase et al. and further in view of U.S. Pat. No. 6,183,324 to Nanami, and claims 8-11 and 13 were indicated as allowable, but objected to as being dependent upon a rejected base claim. Applicant thanks the Examiner for the careful consideration of the application and indications of allowability. Applicant traverses the rejections, but nevertheless amends the claims as shown above. In view of the amendments above, and the remarks below, applicant respectfully requests reconsideration of the application under 37 C.F.R. § 1.111 and allowance of the pending claims.

### Claims 3, 4-6, 14-17

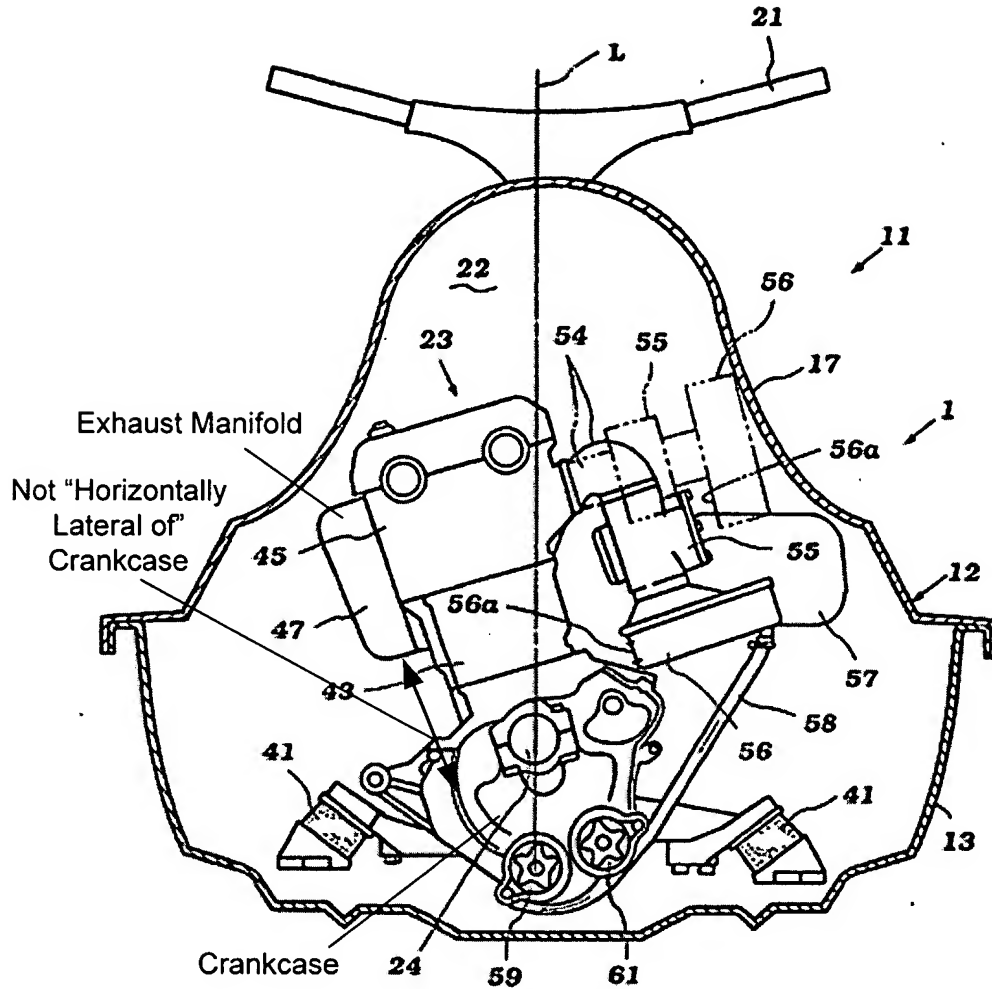
Claim 3 has been amended to recite, "wherein the engine includes a crankcase, a cylinder block located above the crankcase, a cylinder head located above the cylinder block, and an air-intake manifold and an exhaust manifold each connected to the cylinder head and each extending downward from the cylinder head, through a position horizontally lateral of the cylinder block, to a position horizontally lateral of the crankcase." One example of such a configuration is shown in Fig. 2 of the subject application, reproduced in part below. One potential advantage of such a configuration is that the center of gravity of the engine, and thus of the watercraft as a whole, may be lowered.



**Fig. 2**

*Fig. 2 of Subject Application*

In contrast, as shown in annotated Fig. 3 of Nakase below, the engine of Nakase is constructed such that the exhaust manifold 47 does not extend from a cylinder head, through a position horizontally lateral of cylinder block 43, to a position horizontally lateral of crankcase 39. Okubo and Jacobsen also fail to disclose this feature. Further, these references themselves do not contain any suggestion or motivation to extend the exhaust manifold in the manner claimed. Only the inventors of the subject application conceived of such a configuration, and the potential benefit it could have in lowering a watercraft center of gravity.



*Fig. 3 of Nakase*

For the reasons discussed above, applicant respectfully submits that the combination of cited references does not disclose each and every element of amended claim 3, and thus claim 3, as well as original dependent claims 4-6 and new dependent claims 14-17 are allowable. With regard to new claims 16 and 17, applicant further notes that Nakase neither shows an exhaust manifold nor an air intake manifold which extends downward from a cylinder head to a position horizontally lateral of a crankshaft of the engine.


Claims 8-10, 11, 13

Claims 8, 10, 11, and 13, which were indicated as allowable, have been rewritten in independent form including all limitations of the base claim and any intervening claims, and therefore these claims, along with claim 9, which depends from claim 8, are believed allowable.

Applicant believes that this application is now in condition for allowance, in view of the above amendments and remarks. Accordingly, applicant respectfully requests that the Examiner issue a Notice of Allowability covering the pending claims. If the Examiner has any questions, or if a telephone interview would in any way advance prosecution of the application, please contact the undersigned attorney of record.

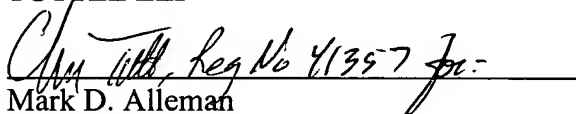
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I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail, postage prepaid, to: Mail Stop AMENDMENT, Commissioner for Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450 on May 31, 2005.

  
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Respectfully submitted,

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